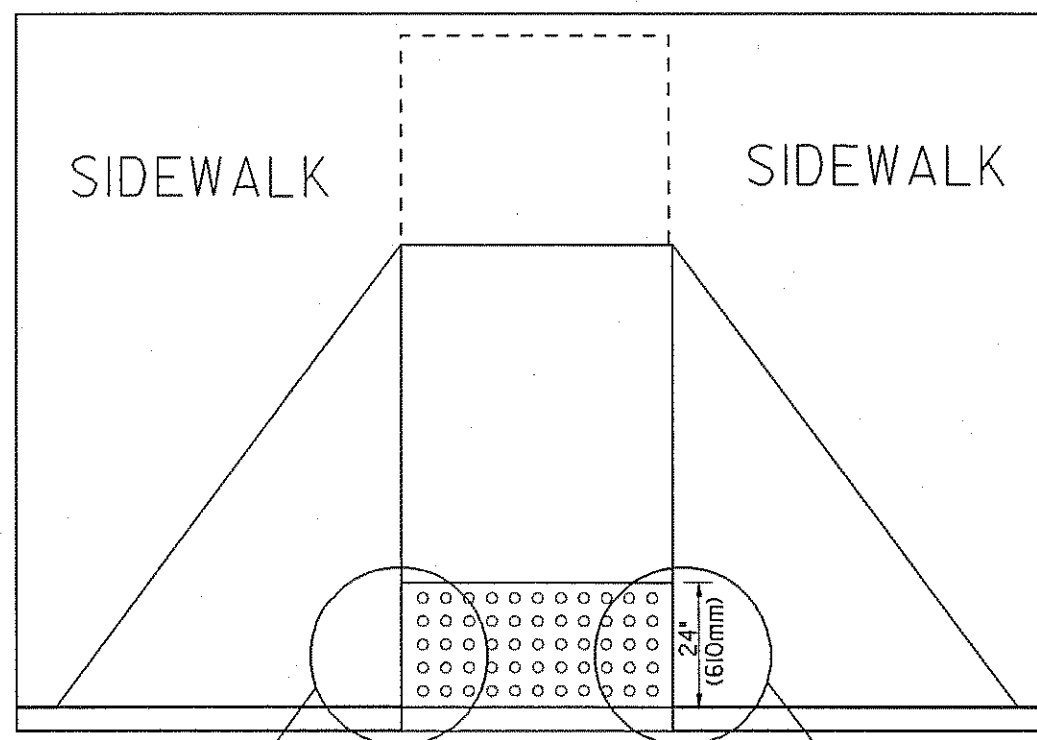
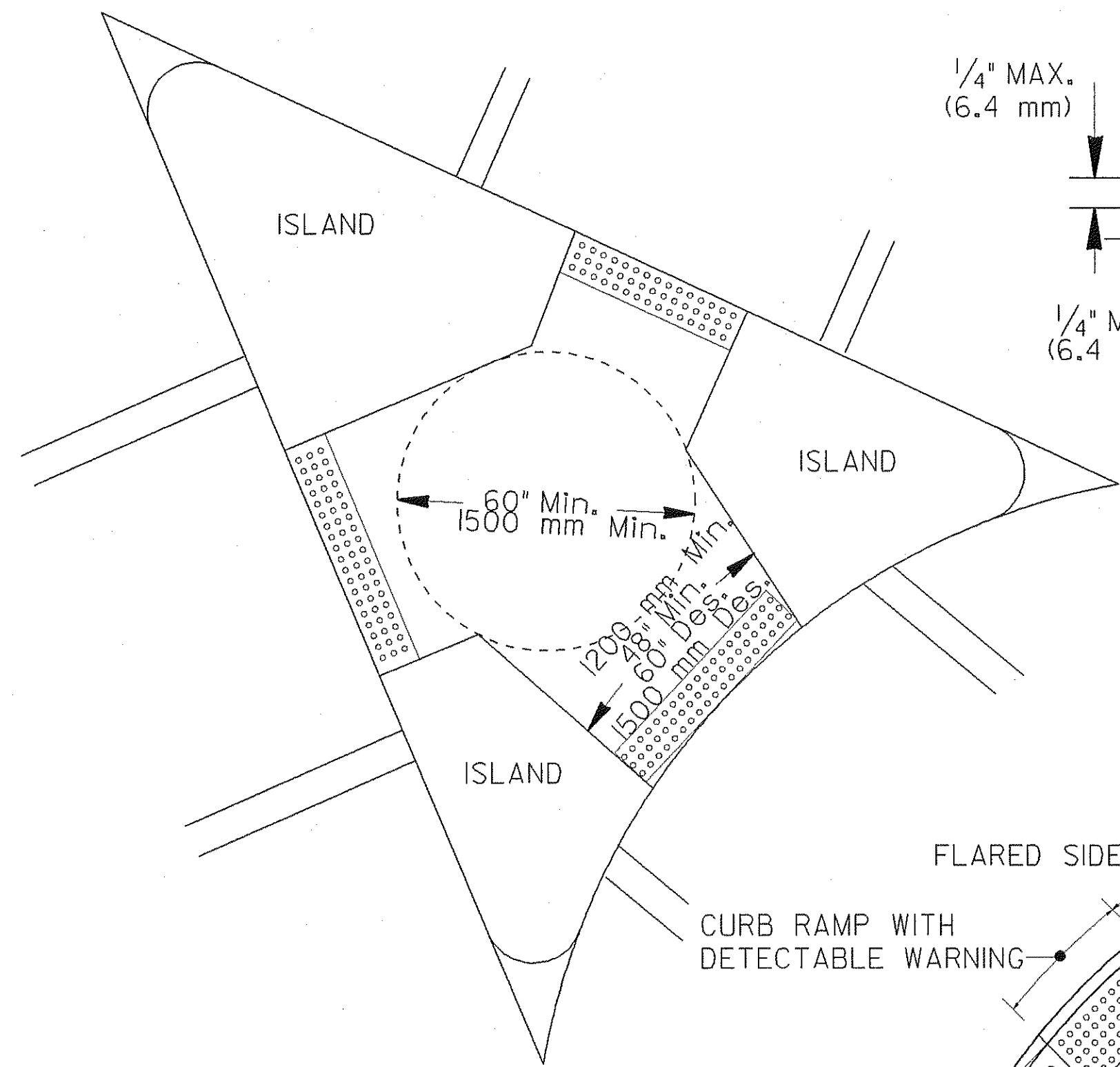


## CONCRETE ISLAND WITH ELEVATED CUT THROUGH

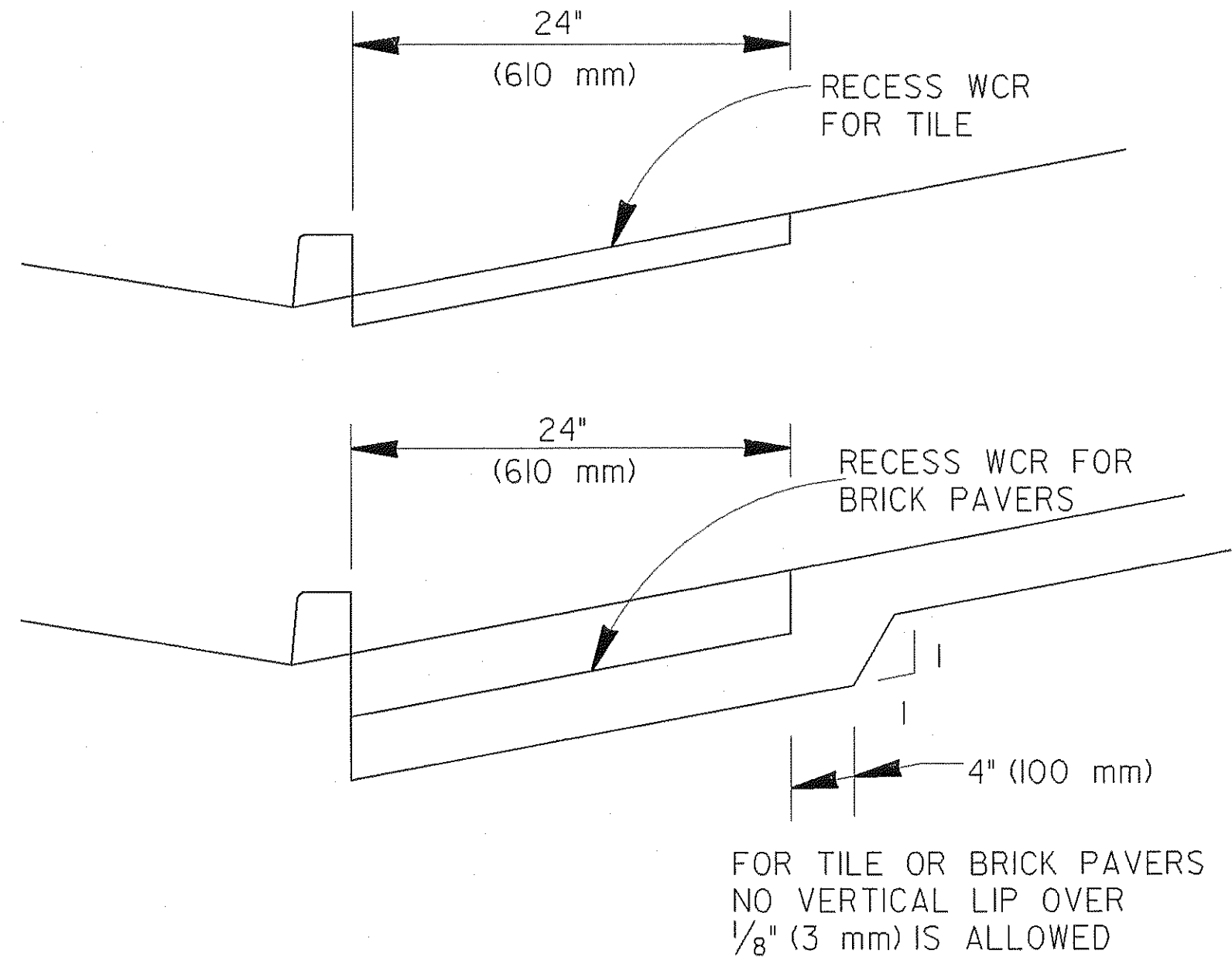
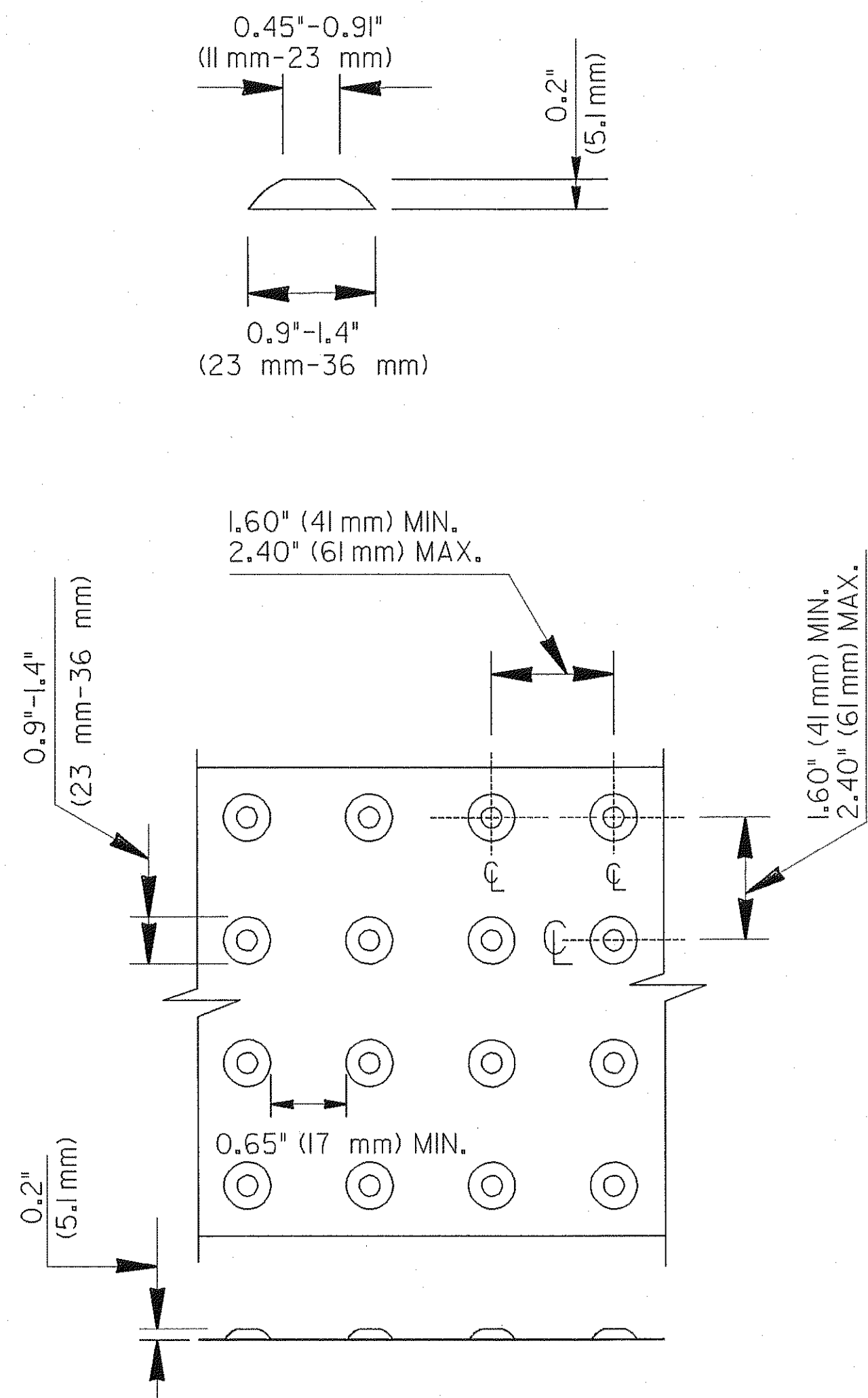
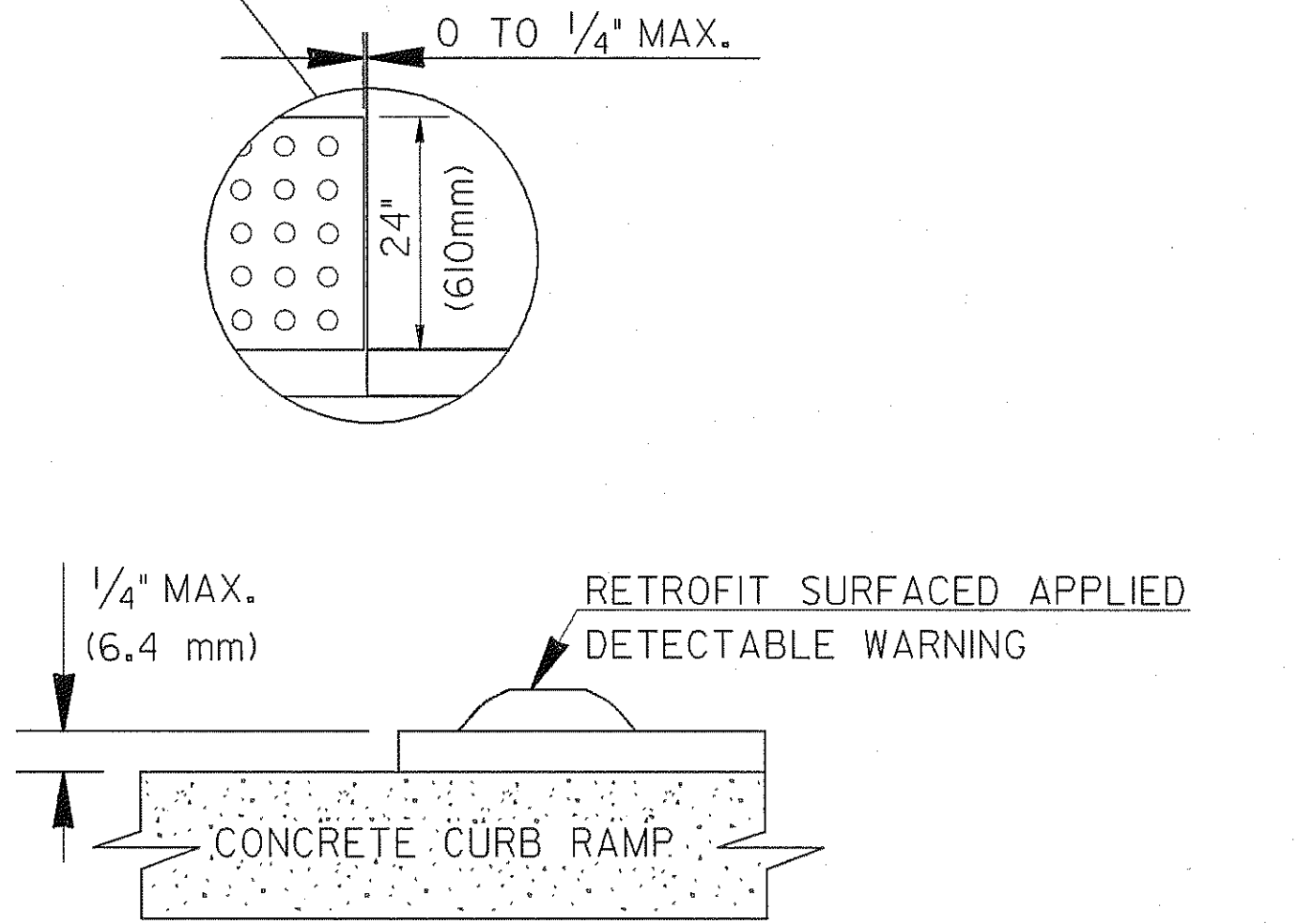


SIZE: DETECTABLE WARNINGS SHALL BE 24 INCHES (610 mm) IN THE DIRECTION OF PEDESTRAIN TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE.

LOCATION: THE DETECTABLE WARNING SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE OR OTHER POTENTIAL HAZARD IS 6 TO 8 INCHES (150 mm to 180mm) FROM THE CURB LINE OR OTHER POTENTIAL HAZARD, SUCH AS A REFLECTIVE POOL EDGE OR THE DYNAMIC ENVELOPE OF RAIL OPERATIONS.

SPACING: TRUNCATED DOMES SHALL HAVE A BASE DIAMETER OF 0.9 INCH TO 1.4 INCH (23mm-36mm) AT THE BOTTOM, A DIAMETER OF 0.45 INCH TO 0.91 INCH (11mm-23mm) AT THE TOP, THE TOP DIAMETER SHALL BE A MINIMUM OF 50% AND A MAXIMUM OF 65% OF THE BASE DIAMETER, A HEIGHT OF 0.2 INCH (5.1mm) AND A CENTER-TO-CENTER SPACING OF 2.40 INCHES (61mm) DESIRABLE 1.60 INCHES (41mm) MINIMUM MEASURED ALONG ONE SIDE OF A SQUARE ARRANGEMENT. DOMES SHALL HAVE A SQUARE ARRANGEMENT. DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.

CONTRAST: DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH THE ADJACENT WALKING SURFACE EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. THE MATERIAL USED TO PROVIDE VISUAL CONTRAST SHALL BE AN INTEGRAL PART OF THE DETECTABLE WARNING SURFACE.



**MATERIALS:**

**NEW CONSTRUCTION**

THE DETECTABLE WARNINGS SHALL BE MADE OF MATERIALS SPECIFIED ON QPL 87.

**RETROFIT OF EXISTING RAMPS**

SURFACED APPLIED MATERIALS WILL ONLY BE APPROVED TO BE USED ON EXISTING WHEELCHAIR RAMPS.

**INSTALLATION:**

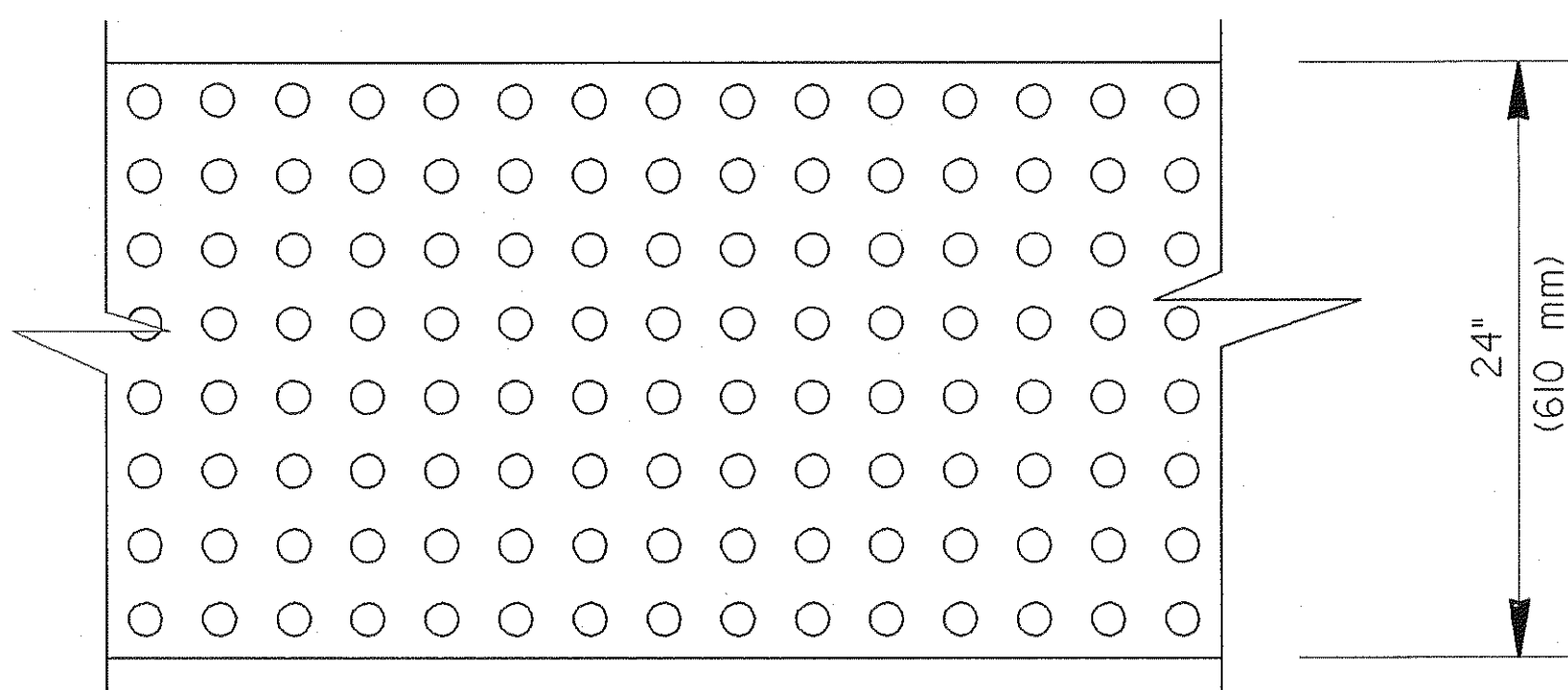
BRICK PAVERS SHALL BE SET IN A WET MORTAR BED. THE BED SHALL BE PLACED ON CONCRETE. THE CONCRETE SHALL BE A MINIMUM OF 4" THICK.

CERAMIC TILE SHALL BE EPOXIED IN PLACE OR SET IN A WET MORTAR BED. MANUFACTURER RECOMMEND ADHESIVE OR FASTENER SHALL BE USED IN THE INSTALLATION.

GENERAL NOTES:

RETROFIT SURFACED APPLIED MATERIALS ONLY:

1. CHANGES IN LEVEL OF  $\frac{1}{4}$ " (6.4 mm) HIGH MAXIMUM SHALL BE PERMITTED VERTICALLY ON SURFACED APPLIED MATERIALS.
2. CHANGES IN LEVEL BETWEEN  $\frac{1}{4}$ " (6.4 mm) HIGH MINIMUM AND  $\frac{1}{2}$ " (13mm) HIGH MAXIMUM SHALL BE BEVELEDED WITH A SLOPE NOT STEEPER THAN 2:1.



NO SEPARATE PAYMENT WILL BE MADE FOR THE DETECTABLE WARNINGS. THE COST SHALL BE INCLUDED IN THE PRICE BID FOR SIDEWALK (OR CURB CUT RAMP IF THE ITEM IS INCLUDED IN THE PROPOSAL).

FOR CUT-THRU ISLANDS AND EXISTING RAMPS, WHERE NO SIDEWALK OR CURB CUT RAMPS ARE IN THE PROPOSAL. THE COST OF THE DETECTABLE WARNINGS SHALL BE INCLUDED IN THE OVERALL BID PRICE SUBMITTED.

DETAIL FOR DETECTABLE  
WARNING AT CUT-THRU CONCRETE ISLAND

6-18-09	ADDED RETROFIT DETAIL	DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA
	AND ADDED ALT. RAMP	REVISION	SPECIAL DETAIL
	DETAIL AND GEN NOTES		DETECTABLE WARNING SURFACE
10-2-06	ADDED TOLERANCE TO DTL.		TRUNCATED DOME SIZE, SPACING
5-10-06	REVISED TRUNCATED DOMES		AND ALIGNMENT REQUIREMENTS
	AND NOTES.		
11-14-02	REVISED		
7-29-02	REVISED		
	BY	NO SCALE	MARCH 12, 2002
GLO			NUMBER
			A4